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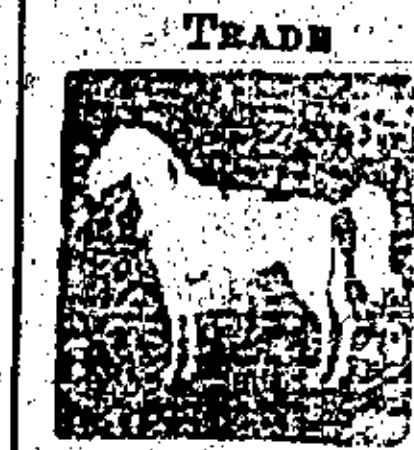
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was made in the presence of the debtor, and it was a question more of fact than of constructive consent on his part. The case which is nearest to the present facts is *Exp. Bishop, re Fox, Walker and Co.*, which is cited by De Colyar, and which when examined carries us far away from the present facts. The purpose of raising money for the debtor and acceptor, and the drawee discussed it with bill brokers in the City of London. The bill brokers then discussed the bill with their bankers. It was proved that according to a well established usage in the City of London and in the practice of bill brokers in the City of London not to go through the form of putting their names upon a promissory bill which they discount with the bill brokers but to give in the bill a general indemnity or guarantee to the bill brokers by which they undertake to be liable to the bankers upon whom the bill is drawn, and to the bill brokers with whom they discount the bill. Except for the fact that in this case the bill brokers could choose the persons from whom they made themselves liable, whereas the bill brokers cannot, this is as near a compromise agreement as we shall get from the circumstances of business in the West. The bill was discounted by the bill brokers, and the question arose whether they could prove for this amount in the City of London. The doctrine is that they can just as well as if they had been the trustees in the bankruptcy and it was argued on his behalf that there had been no indication of this payment by the acceptor. But the Court of Appeal held that there was a relationship of principal and surety set up by the circumstances of the case. For, said James, L.J., "it must have been perfectly well known to both drawers and acceptors that the bill was to be discounted by the bill brokers, and that they could discount the bill by procuring advances from their bankers. I do not think they would discount the bill." After referring to the custom of the City in the words I have already quoted, the L.J. said: "This fact must have been well known and understood by the gentleman who manufactured these bills. From the point of view of the unknown Chinese customer whose debt was guaranteed by the bill brokers, the facts are not material. I must assume something as to the business of the bill brokers, and I am not stretching my imagination too far when I incorporate into this case the fact that the Chinese in this Colony know that his debts to European firms are guaranteed by the bill brokers. I need go no further than this, and I should not be justified in so doing; the terms of his liability are not known, but that does not concern the Chinese customer, and that one fact only, that he is guaranteed, and that he could not do business without the intervention of the bill brokers. Therefore, so far as he is concerned, in spite of the fact that the bill brokers may not know him, or know of the business which he has entered into, the relationship of principal and surety is set up. Can it be that the bill brokers' ignorance of the Chinese trader's existence will prevent the relationship arising? For that is the only point which may differentiate this case from the one just cited. I think not. I think a real fact whether there is a suretyship or not, is whether there is a financial link just as between the bill brokers and the Chinese customer. And if it is set up by one set of facts it can hardly be destroyed by the introduction of another fact, which leaves the former facts unaltered. And if it were necessary to find a reason for this view I should be prepared to hold that the provision of the agreement that the bill brokers can recover his commission from the Chinese customer, impresses a duty on the firm to acquiesce in the bill brokers' action. I am therefore of opinion that the bill brokers do create a contract of suretyship only, and that the bill brokers, the surety of the bill brokers, is entitled to this second inquiry. It follows from what I have said that in spite of the very wide words in which the liability clause is drawn the contract must be interpreted as a contract of suretyship would naturally be constructed; that is, that the bill brokers stand surety to Messrs. Sassoon for their Chinese customers; they cannot be helped to guarantee to Messrs. Sassoon against themselves, and therefore any losses which have been occasioned by Messrs. Sassoon's own action are not covered by the agreement. I think that the words 'otherwise however' must be interpreted by the ejusdem generis rule, and that the sentence 'whether such losses, damages, costs, charges or expenses shall be incurred or sustained by reason of the breach of such contract, agreement, transaction or business or otherwise howsoever' can only refer to losses occasioned by the acts or defaults of the Chinese customers. If a loss were occasioned by a breach of contract by Messrs. Sassoon themselves they would not be covered. I think that the bill brokers are liable to the bill brokers, but I can deal with this head, and the 'Further Enquiries' together. I think they really fall under this ruling and I suggest that the better form of the enquiry would be on these lines—as to any acts committed by the bill brokers which have occasioned the loss in respect of which it is sought to impose liability on the defendant. The exact form can be settled by the solicitors in Chambers. There remains the third head, the declaration in prior of goods sold &c. I do not know what the word 'deficiency' means. It seems to me that this question as well as the consequent questions which depend on it are matters which a commercial man is far better able to decide than I am. I think the parties ought to agree to take the opinion of some gentleman in the commercial world. If they do not this part of case must be much more fully stated than it is to enable me to arrive at a conclusion.

IN BANKRUPTCY.

SCHEME OF ARRANGEMENT APPROVED.
His Lordship delivered his decision in re an *Wah-shan*. Mr. P. W. Goldring (of Messrs. Goldring, Barlow and Morrell) represented the debtor, and Messrs. H. W. Looker (of Messrs. Deacon, Looker and Deacon), J. E. Grist (of Messrs. Wilkinson and Grist), and C. F. Dixon (of Messrs. Hastings and Hastings), the creditors.
His Lordship said:—In this case I am asked to approve a scheme of arrangement by which the debtor proposes, or it is proposed on his behalf, to pay a composition of 75 per cent on all provable debts within a month after the approval of the scheme, the payment to be secured by the personal bond of some person to be approved by the creditors. It is understood that this must mean, or be in fact, by all the creditors. The scheme has the approval of the requisite majority of three-fourths in value of all the creditors who have proved, and it is supported by the Official Receiver in his report. It is vehemently opposed by the remaining creditors. One of the proxies—that of Talati and Co.,—themselves bankrupt in Bombay—has been challenged, and the challenge if sustained would bring the amount of the assenting creditors below the necessary three-fourths. It seems that Talati's proxy was dated 11th January, 1907, and that the firm was made bankrupt on 28th April, and

that the firm itself sent a proxy to the debtor's solicitor on 23rd November, which clearly was an invalid proxy as it should have been given by Talati's assignees, and not by Talati and Co. themselves. It was, however, confirmed by the assignees, and I must apply the doctrine of ratification to this, and hold the proxy to be validly made. This point would be too highly technical to warrant my refusing to confirm the scheme merely on this ground, but it seems to me to be a great pity that there should have been any laxity in India in a matter of such importance. The next point arises in virtue of the application that the debtor be adjudicated bankrupt; section 15 (1) of the Ordinance provides that if a composition or scheme is not accepted or approved within fourteen days after the conclusion of the debtor's examination, or such further time as the Court may allow, the Court shall adjudicate the debtor bankrupt. Re *Finfold* (1892) 1 Q.B. 73 decides that this word "shall" is not compulsory in so far as regards these equitable grounds upon which the Court has often refused the order, but that so far as regards the actual provisions of the section it is compulsory. But I think that the clear meaning of this section is that if contemplated the application for adjudication being made before the acceptance of a scheme, and in that case the fourteen days provision is absolute; but that if a scheme has in fact been accepted the creditor is delinquent from availing himself of this provision. But the whole controversy turns on section 18 (5) which indicates the grounds on which the Court may, in its discretion, refuse to approve the scheme. One of these grounds is "if the Court is dissatisfied with the conduct of the debtor." The later English law of 1890 has in section 3 (8) and (9) a somewhat different provision:—The Court shall refuse to approve the proposal in any case where the debtor's conduct is such that the Court would be obliged to refuse his discharge, had he been adjudged bankrupt, or where the Court would be required either to refuse, or to attach conditions to discharge it shall refuse its approval unless a composition of 75 per cent is forthcoming. It is necessary to notice this difference in the two provisions as some English decisions have been referred to in England the refusal is definitely regulated; in the local Ordinance it is discretionary. It is clear, however, that the conduct of the debtor referred to in our Ordinance means such conduct in relation to his business as the Court exercises its powers under the act, would have to take notice of in some way, as by ordering a prosecution or refusing or suspending, or attaching conditions to his discharge under section 27. The conduct of the debtor referred to by the opposing creditors is conduct which, as alleged, falls within section 27 in regard to which the discharge may be refused or suspended: rash and hazardous speculations, which include of course contracting debts without a reasonable expectation of being able to pay them, or continuing to trade after knowing himself to be insolvent. This, then, is the question I have to decide. It is not a legal one at all in this case, but a purely commercial one, and I must do the best I can with what seems to me to be a difficult problem. There are, however, a few authorities which show a tendency of English judges in considering this question, which I must first refer to. (In re *E.A.B.*, 1902, 1 K.E. at page 466). Vaughan Williams L.J. expressly alluded to the old decision, and he laid down this important principle:—There is no rule that any misconduct will justify the Court in refusing to sanction a scheme. The misconduct must have been such as would make it against public policy to sanction the scheme, i.e. the misconduct must have been of a gross character. Now what is the misconduct suggested here? In substance, it is only that the debtor has been guilty of rash and hazardous speculations leading to his insolvency; but to say that that is a ground upon which the Court should refuse to sanction the scheme would be, in effect, to say that in cases where that is reported to the Official Receiver there can be no scheme. But, this learned L.J. adds, "there might be a case where the rash and hazardous speculations had been so continued or of such a character as to make it against public policy that a man who has been so described as a confirmed gambler should get a scheme sanctioned at all." There are remarks in re *Deer* (83 L.R. 331) which are to the same effect. It is clear that these opinions are applicable to the discretion of the Court under the local Ordinance, and it was strongly contended that this was a case which falls within the last description of rash and hazardous speculation which ought to induce the Court to refuse the sanction of the scheme. The examination of the debtor revealed the following facts: that in January 1903 he commenced business with a capital of \$10,000, or perhaps \$20,000, not very clearly ascertained. He was not a young man, strictly so called, but a middleman, the distributor of goods between the European importers and the Chinese large and small buyers throughout the country. I think this is material, because although I am most anxious not to make any remarks on a subject with which I am not conversant I am bound by the Ordinance to form an opinion on the facts, and in a bankruptcy of this importance it is essential that I should attempt to give an intelligent and I hope intelligible, reason for my conclusion. I have no doubt that the debtor is an honest man, and that he is entitled to an right in saying that this sort of middleman is essential to the international commerce which goes on in this Colony, and that this is a fact recognised by all parties. But then it follows:—That a middleman must have a larger command of the commodity in which he deals than an ordinary merchant; that his commercial conduct cannot be judged, and it has to be judged before the bankruptcy court by the standards by which the conduct of a merchant in the same line would be judged. The chief question is, of course, that of capital. The apparent lack of proportion between a man's capital and his undertaking which the bankruptcy court might think unreasonable in the case of a merchant, might possibly be quite reasonable in the case of a middleman, and I think there is an inevitable corollary to this—that the firm who deal with the middleman must be taken to know this. The question which I have therefore to decide in the present case is whether the debtor's dealings were, by the light of these facts, unreasonable, as he acted rashly and carelessly as a middleman, and not as a merchant. I have then to decide this question, really on behalf of the commercial community rather than as a question of fact or law, without the usual assistance of expert evidence on the subject which I should have in an ordinary case. I must do so by such light as I can glean, and the materials before me are not very promising, for while some of the creditors firms of standing in the Colony are willing to accept the very small composition of 75 per cent, others, also of standing, protest because I presume they consider the debtor's conduct to have been so bad commercially speaking, that they are willing to run the risk of getting at the most 12 per cent—as I am to assume from the Official Receiver's report will be the fact—to incur a loss themselves and to impose a loss on others, in order to expose and punish his conduct. Now, I find that up

to 1805 the profits were \$27,000 and the capital increased to \$65,000. The debtor does not seem to have kept very regular accounts, but I gather that all the material facts have been ascertained. But by the end of 1906 everything had been lost except \$5700. In 1905-06 the debtor had contracts for yarn amounting to eleven million dollars, of which he had failed to take delivery of four million, and had failed to re-sell two million. On 15th August, 1906, he had to take delivery of three million of which two million was not re-sold, and on the 17th August he then ordered five million of which two million was not re-sold; his uncovered obligations amounted therefore to 74 millions. I confess that these figures rather stagger the uncommercial mind. The debtor says in explanation that his customers had given him directions to buy, and had urged him to buy, because they said "great quantities of yarn would be wanted, and that the failed to come forward and buy, the cause of it all being the rise in exchange and a consequent fall in the price of yarn. The fact is, however, that the yarn market was in a precarious condition owing to the abnormal rise in silver, and that the foreign importers themselves closed the market for three months in order to reduce the stocks on hand. It all seems to the uncommercial mind very rash and very hazardous, but it is so rash and so hazardous that I am justified in setting aside the wishes of the majority of the creditors who have the legal right to bind the others to accept the proposed scheme of arrangement. I have not to inquire into or express an opinion on the opposing creditors' action, for it is not directly before me. But indirectly it is, and I cannot refrain from saying that some of this dealing was dealing with themselves, at a time when things were so shaky that they themselves had to join in taking violent measures to check a fall in prices. And I must assume that they had not, and had not obtained some idea of the debtor's position. Obviously, I do not say that they were themselves acting rashly or carelessly. But what I cannot help thinking from such experience as I have gained in the Court that the compromise system is responsible for a great deal of what goes on in commerce in the Colony. I am well aware that the compromise system does often cover only a small proportion of the liabilities which it incurs. I know too that the compromise system is, and is likely to be for many years, essential to the commerce of the Colony, and I must assume that they had not, and had not obtained some idea of the debtor's position. 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NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WHEREAS we opened by error in October last a letter addressed to H. Cruz, Esq., and owing to a mistake by our Clerk the same was returned to England, we desire to sincerely apologise to Mr. Cruz of Connaught Road for the occurrence.

THE UNION TRADING CO.,
H. CRUZ & CO.,
34, Queen's Road Central,
Hongkong, 28th February, 1908. 444

TO LET

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.
Apply to—
Messrs. S. J. DAVID & CO.,
Princes Buildings,
Hongkong, 23rd February, 1908. 445

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th February, 1908. 443

FOUND.

In the Theatre after a Performance of the "Liar" A LADY'S CARE.
A BROOCH.
Apply to—
M. S. NORTHCOLE,
Hon. Secretary, A.D.C.
Hongkong, 27th February, 1908. 442

HONGKONG & CHINA GAS CO., LTD.
MR. J. McCUBBIN is appointed Acting LOCAL SECRETARY during the absence of Mr. G. H. CURRY.

JARDINE, MATHESON & CO., LTD.,
Local Agents.
Hongkong, 24th February, 1908. 418

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS
POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY, and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.
And
All other Philatelic Goods

CALL AT—
GRACA & CO.,
Hongkong Hotel Corridor,
Hongkong, 1st January, 1908. 119

COMING COMING!

THEATRE ROYAL.
OPENING NIGHT March 5th.

MAURICE E. BANDMAN

PRESENTS
HENRY DALLAS
AND THE
BANDMAN
OPERA CO.

Thursday, Mar. 5. The Girls of
Friday, Mar. 6. GOTTENBURG.
Saturday, Mar. 7.

Monday, Mar. 9. A RUNAWAY GIRL.
Tuesday, Mar. 10. Miss Hook of Holland.
Wednesday, Mar. 11.

Thursday, Mar. 12. The New Alladin.
Friday, Mar. 13. The Dairymaids.
Saturday, Mar. 14. A CHINESE HONEYMOON.

Prices: \$3, \$2, and \$1.
Seats can be booked on and after WEDNESDAY, the 19th inst., at Messrs. MOUTRIE & CO'S.

Hongkong, 17th February, 1908. 384

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

FROM 1815, 1861 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI

Price \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INTIMATIONS

HONGKONG ELECTRIC CO., LTD.
REDUCTION OF RATE.

ON and after the 1st March, 1908, the Company's Standard Rate for the supply of Electricity will be REDUCED from 35 Cents to 30 Cents per Board of Trade Unit.

W. H. WICKHAM,
Manager.

Hongkong, 24th February, 1908. 419

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the undersigned up to the 28th February 1908, for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried as residence on the Club Premises is essential.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 27th January, 1908. 265

"TAI-VO" BANK, MACAO.

IN LIQUIDATION.

THE Undersigned, Managing Partner of the "TAI-VO" Bank, in Liquidation, begs to inform the Public of the following:—

(A) That by virtue of a public deed drawn up by the notary public Mr. ASSUMPCAO, on the 7th day of February, 1908, Mr. LI HIP-IU, employee of the Firm "HANG-VO" of this City, did bind himself to

FIRSTLY, remit to the "TONG-TAO-TAI" Bank, in Hongkong, on account of the "TAI-VO" Bank, the sum of one hundred thousand dollars (\$100,000), in order to enable the first named bank to meet its debts.

SECONDLY, pay to the creditors of the "TAI-VO" Bank, 75% of the amounts to their credit, according to the agreement made by Public deed on 3rd of January, 1908, at the Chinese Hospital.

THIRDLY, Collect all money owing to the "TAI-VO" Bank and sell all properties owned by the undersigned in Macao and at Pao-ai (Kongmoon), so as to reimburse himself for the remittance and the payments above mentioned.

(B) That, on the said 7th day of February, 1908, the undersigned did hand to Mr. LI HIP-IU a statement of the debts of the "TAI-VO" Bank and all the account-books and seals of all the properties owned by the undersigned in Macao and at Pao-ai (Kongmoon), in the said statement, the undersigned authorized to sell the above-mentioned properties to whatever person and at whatever price he thought fit.

(C) That the aforesaid Mr. LI HIP-IU did enter upon this engagement on the distinct understanding that in the event of the proceeds of the sale and of the money collected not being sufficient to cover the sum of \$100,000 remitted to the "TONG-TAO-TAI" Bank in Hongkong and the 75% paid out to the creditors of the "TAI-VO" Bank, as already said, he would not make any claim whatsoever on the Undersigned.

(D) That by virtue of the said deed of the 7th February 1908, Messrs. LU-KUONG-UI and CHOI-HONG, Merchants and Proprietors of this city, did bind themselves as guarantors to the said Mr. LI HIP-IU, in which state they are to be held responsible for any acts performed by the said Mr. LI HIP-IU in the fulfilment of the duties he has assumed of his own free will, as well as for any engagements he may enter upon.

The said Messrs. LU-KUONG-UI and CHOI-HONG further declared in the same deed that should the amount collected from the debtors of the "TAI-VO" Bank and the proceeds of the sale of the properties be not sufficient to reimburse Mr. LI HIP-IU for the remittance and the payments made, they would pay up the difference without being entitled to make any claim on the Undersigned.

PUN-LAI-SAN, 潘禮臣

Macao, 16th February, 1908. 414

CHI WO & CO.

LINE OF STEAMERS.

HONGKONG-MACAO LINE.

THE Company's New Steamship

"HOIMING,"

(Captain Evans)

Departures from Hongkong to Macao on week days at 8 a.m. from Ping On New Wharf and from Macao at 2 p.m.

Departures from Macao to Hongkong at 9 a.m. from Macao at 5 p.m.

Hongkong, 10th February, 1908. 349

COLD STORAGE.

RE HONGKONG ICE COMPANY, LTD.

Have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily. Sunday accepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. 43

THE DIRECTORY AND CHRONICLE

FOR 1908

IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 338

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card. 30 Cents

On Paper. 20

On Sale at the Hongkong Daily Press Office

Hongkong, 17th January, 1907. 215

PUBLIC COMPANIES

HONGKONG ICE COMPANY LIMITED.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 a.m. on MONDAY, 2nd March to receive a Statement of the Company's Accounts to 31st December, 1907, and the Report of the General Managers.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 2nd proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 20th February, 1908. 399

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, 1908, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from 20th February to 5th March, both days inclusive.

By Order,
GEO. I. TOMLIN,
Secretary.

Hongkong, 14th February, 1908. 386

THE HONGKONG MILLING CO., LIMITED.

THE THIRD ORDINARY GENERAL MEETING of Shareholders will be held at the Company's Office, King's Buildings, at 12 o'clock Noon on SATURDAY, the 7th March, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

A. H. KENNIE & CO.,
General Managers.
Hongkong, 21st February, 1908. 404

HONGKONG FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12.30 p.m. on TUESDAY, the 10th March.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th February to the 10th March, 1908, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 18th February, 1908. 387

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of EIGHT per cent. per Share for the six months ending 31st December, 1907, declared at MONDAY'S Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 25th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Quay.

By Order of the Board of Directors,
THOS. I. MOSE,
Secretary.

Hongkong, 25th February, 1908. 427

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

LOST.

FIVE CERTIFICATES of 100 Shares each standing in the Register of this Company in the name of CHEOY SUN have been LOST.

Serial No. 1801-60/1/60100-100 Shares
" " 1802-60/1/60200-100 " "
" " 1803-60/1/60300-100 " "
" " 1804-60/1/60400-100 " "
" " 1805-60/1/60500-100 " "

500 Shares
NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 500 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as Null and Void.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 21st February, 1908. 406

SANG MOW.

RATTAN AND GLASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

45, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Custom and Superstitions combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BRADY & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. B. TUNNEY'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH TAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

AUCTION

PUBLIC AUCTION.

By ORDER OF THE MORTGAGEE.

MR. GEO. P. LAMBERT, Auctioneer, has received instructions to sell by Public Auction, On MONDAY,

the 2nd day of March, 1908, at 3 o'clock in the afternoon at his AUCTION ROOMS, DUNDOL STREET,

IN ONE LOT,
The Leasehold Property known and registered in the Land Office as The Remaining Portion of Marine Lot No. 163 with the buildings thereon known as No. 149, Wing Lok Street.

Particulars and Conditions of Sale may be obtained from Mr. OTTO KONG SING, or from the Auctioneer.

OTTO KONG SING,
Solicitor for the Mortgagee.
Hongkong, 20th February, 1908. 400

INSURANCES

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Hongkong, 13th August 1906. 23

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907, £17,897,119.

AUTHORISED CAPITAL, £2,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0
FIRE FUNDS, 3,386,780 10-8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1146

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail. Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 511.

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"DAILY PRESS" OFFICE.
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F. A. V. RIBEIRO,
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DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK."
A. A. B. C. and Engineering Code Used
NEW DOCK NOW OPEN.

Extreme Length, 722 feet.
Length on Blocks, 714 "
Width of Entrance on Top, 964 "
Width of Entrance on Bottom, 884 "
Water on Blocks at Spring Tide, 84 "

DOCK No. 1.
Extreme Length, 523 feet.
Length on Blocks, 513 "
Width of Entrance on Top, 824 "
Width of Entrance on Bottom, 774 "
Water on Blocks at Spring Tide, 64 "

DOCK No. 2.
Extreme Length, 571 feet.
Length on Blocks, 564 "
Width of Entrance on Top, 864 "
Width of Entrance on Bottom, 814 "
Water on Blocks at Spring Tide, 64 "

PATENT SLIP.
Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES, undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons) 700 H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for short notice.

EVAN OSMISTON,
Manager.
Hongkong, 30th April, 1907. 23

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP, Yen 24,000,000
RESERVE FUNDS, 15,500,000

BRANCHES AND AGENTS:
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Newchwang, Dalny, Port Arthur, Amung, Lioyang, Mukden, Tieling, Chang Chun.

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum
" " " 6 " 4% " "
" " " 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 25th September 1907. 580

NEDERLANDSCHE HANDELSMAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (\$3,750,000)
RESERVE FUND, FL. 5,378,378 (\$448,900)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalangan, Pascoeran, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Bandjermain.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, London.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

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INTIMATIONS.

S. MOUTRIE & CO., LTD.

THE ORCHESTRELLER CO'S

NEW MODEL

"AERIOLA"

PIANO PLAYERS

RETURNED AFTER A FEW MONTHS

ON HIRE

REDUCED TO \$350.

A MARVEL OF MECHANICAL GENIUS

AND THE MOST PERFECT INSTRUMENT ON THE MARKET.

A WRITTEN GUARANTEE GIVEN WITH EACH INSTRUMENT.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

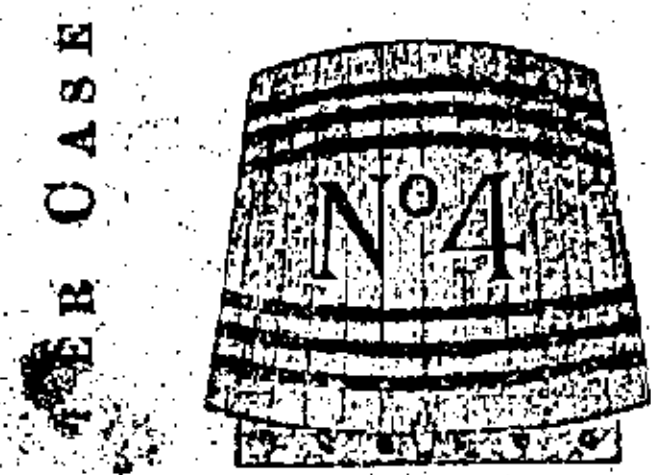
Hongkong, 13th November, 1907. 3-1

A NEW LEASE OF LIFE.

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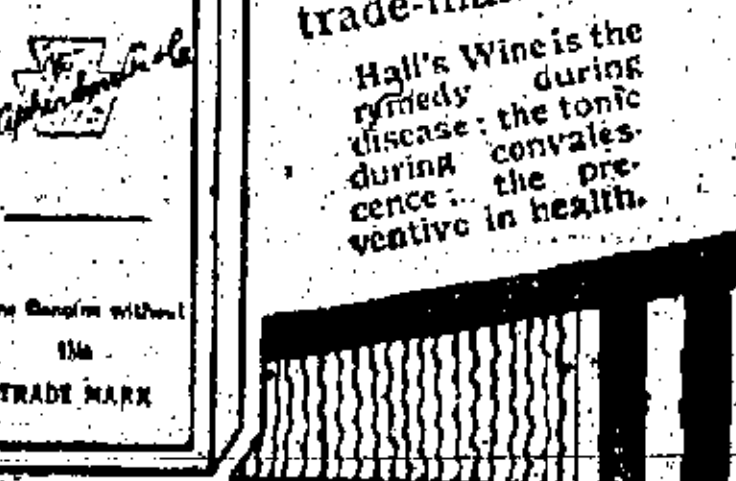
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Many a man is gambling with his life. It is a losing game. Vitality going, nervous system breaking down, energy gone—every day bringing the end nearer.

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THE SOCIALIST VICTORY.

The Labour party conference, after declining one day to be delivered over to the Socialists, reversed almost immediately that decision and accepted the thoroughgoing Socialist programme. Mr. Stephenson of the Amalgamated Engineers moved that the time has come when the Labour party should have as a definite object the socialization of the means of production, distribution, and exchange, to be controlled by the democratic State. This is the full-blown creed of theoretical Socialism in all its crudity. Mr. Stephenson's argument was that, when they had carried their remedial measures as far as possible, they would still be confronted with inequities in their midst which could only be removed by a commonwealth owning the means of production. Mr. Kelly, who seconded, put the thing in even more direct language when he said that the workers were finding that they made little progress. Some of their trades were organized, he said, to the extent of 90 per cent. of the workers, and yet they were not able to prevent reductions in wages. It is curious that, with this fact before him, he should have implicit faith in the certainty of a better result if the odd 10 per cent. were also organized, which is really what Socialist reconstruction comes to. Nor does it seem to have occurred to Mr. Stephenson that the inequities he refers to are the products of degenerate human nature, which Socialism has not yet formulated any plan for eliminating from its ideal State. Mr. Shackleton, M.P., remarked that on the previous day they refused to have a programme, and were then engaged in trying themselves up in the very thing they had rejected. He warned them that the result of voting the resolution would be very serious, and argued generally for saying nothing about ultimate Socialist ends, while working in harmony to achieve as many of them as possible. The resolution was nevertheless carried by 514,000 votes against 469,000.

It is always well to find out exactly where we stand. For some time past there has been sufficient ambiguity to confuse many excellent people. Socialism was fighting under trade union colours, and many were misled into supposing that only a few not very unreasonable reforms were in question. The Labour machine is now fairly captured by the Socialists, who openly flaunt all middle and moderate courses. They have proclaimed their aims in the most unequivocal way, and are now offering no room for being longer deceived about the real meaning of the movement. We have yet to see what the effect will be upon the Labour party itself. There are as many shades of opinion among working men, and as many varieties of character, as there are in any other class. We shall not conclude, until we are obliged that the vote of yesterday means the wholesale conversion of the highly individualist working classes of this country to the chimerical notions of Socialist creators. But if the common sense of our workmen recoils from the wholesale conversion upon which the Socialist scheme must be founded, from the universal poverty which must overtake alike the robbers and the robbed, it follows that we may expect shortly to see a division of the forces represented at the Labour conference. For, although the two sections may work for a time upon parallel lines, and may combine for a time to gain identical ends, the alliances cannot last. Not only are the aims of the two sections entirely different, they are also incompatible. The success of the Labour party upon its old lines raises a barrier against the advance of socialism. For what the ordinary workman wants is more money for himself, his own children, his own home. What the Socialist wants is to break down the fence of private ownership altogether, and to make the workman dependent upon committees of wirepullers, which, owing the capital, will be capitalists of the peculiarly harsh collectivist type; capitalists, too, with powers ofquisition and interference such as the existing capitalists cannot wield. The two ideals, though both may impel men to seek in the first instance what others possess, are absolutely incompatible. Till human nature becomes something entirely different from what it has been, the Socialist will always be overhauling forces on the side of individualism. There may be nothing on hand but confiscation or robbery, but men will confiscate or rob for their own enrichment, not for the sake of an abstraction called the democratic State, though consisting in fact of all the most detestable and unscrupulous robbers of their fellow men.

It will probably be a long time before the issues are clear, and until then there will be much confusion in the minds of men, much foolish and mad legislation, and many repetitions of economic experiment that have failed disastrously in the past. Already we have demands for State control of wages, which wages are to be paid for producing things that no buyers can be found for. Fixed wages, irrespective of what the business can pay, are also demanded; and both demands lead straight to aggravated unemployment. There will be other things of the same kind, together with plausible schemes for nationalizing this and the other, which mean either that one section of the community is to be robbed to satisfy another or that business duly paid for is to be taken out of competent hands and given over to committees of the incompetent. All this in the face of a plain prospect for the immediate future. The disinterestedness of Socialism is illustrated by the treatment yesterday of the woman franchise question. It was discussed simply from the point of view of how it would affect the political aims of the speakers. There is nothing that would so greatly promote Socialism as the hitherto unknown spectacle of Socialists, whether "Christians" or other, themselves making some real sacrifice, or some real delegation, of their own goods without reserve to the mysterious all-wisdom to which they ask us all to bow in faith.—Times.

BEFORE THE ASSASSINATIONS.

POLITICAL LEADERS ARRESTED.

An item posted to us from London, before the crisis developed as it did, says:—

The situation in Portugal continues to be critical. A Ruter telegram from Lisbon states that Senator Alfonso Costa, the Republican leader, and a number of other Republicans, as well as the dissenting Progressist leaders, including Senhores Pinto, Santos, Ribeiro, Brava, Ego, and Maria, have been arrested.

An official note issued states that several policemen and guards engaged in the maintenance of public order were attacked one night in various quarters of the town. One Civil Guard was murdered and several others were wounded.

The Lisbon correspondent of the "Petit Parisien," whose message is quoted by the correspondent of the Exchange Telegraph Company, states that Senator Franco, seeing that the powers he has hitherto used have proved insufficient to master the situation, has had the following decree accepted and signed by King Carlos: "That the Courts shall have power to expel from the country all agitators and disturbers of the peace, even if their agitation has had no result." This decree, of course, now becomes law, and it is realized that under it there is no security for anybody who is not a declared partisan of Senator Franco.

IS THE NATION DECAYING?

MR. BALFOUR'S VIEW OF HISTORY.

The decadence of great communities was the subject of the Henry Sidgwick memorial lecture delivered by Mr. Balfour at Newham College, Cambridge, last month.

Why should civilisations (he asked) wear out and great communities decay, and what evidence was there that in fact they did? If current modes of speech took decadence more or less for granted, with still greater confidence did they speak of progress as assured. Yet if both were real, they could hardly be studied apart; they must evidently limit and qualify each other in actual experience, and they could not be isolated in speculation.

Continuing, Mr. Balfour asked what grounds were there for supposing that we could escape the fate to which other races had had to submit. Why should we expect to progress indefinitely, why for us alone was the doom of man to be reversed? To those questions he had no very satisfactory answers to give, nor did he believe that our knowledge of national or social psychology was sufficient to make a satisfactory answer possible.

The flexible element in any society, that which is susceptible of progress or decadence, must be looked for rather in the physical and psychological conditions affecting the life of its component units than in the inherited constitution. In the case where a forward movement had died away the pause must in part be due to arrested development in the variable, not to a fixed resistance in the unchanging, factor of national character.

Either external conditions were unfavourable or the customs and beliefs which made society possible had hardened into shapes which made its further development impossible, or, through mere weariness of spirit, the community resigned itself to a contented or, perhaps, a discontented stagnation; or it shattered itself in pursuit of impossible ideals.

A new social force had come into being, new in magnitude if not in kind. This force was the modern alliance between pure science and industry, and on that we must mainly rely for the improvement of the material conditions under which societies lived.

If our outlook upon the universe had suffered modifications in detail so great and so numerous that they amounted to a revolution, it was to men of science we owed it. Science was the great instrument of social change.

Though time has brought perhaps new causes of decay, it has brought also new grounds of hope, and whatever the peril in the front of us, there are so far no symptoms either of pure or of regression in the inward movement which for more than a thousand years has been characteristic of Western civilisation.

DEMAND FOR NAVAL INQUIRY.

WILL THE PREMIER APPOINT A COMMISSION.

The "Central News" says:—

The London Chamber of Commerce, which has taken the lead in naval crisis on several occasions, recently appealed to Admiral of the Fleet Sir Frederick Richards, as the officer with the longest experience in the administration of the Navy, on a subject which had been brought before it.

The request was for guidance on the desirability of a committee of inquiry into the scope and effect of the revolutionary changes in naval training which are causing differences between the Admiralty Board and officers afloat. Sir Frederick Richards' reply was that the changes in question were "the nature of a hazardous experiment," and he endorsed the demand for a commission of inquiry. This was supported by another ex-Fleet Admiral, Sir Vasey Hamilton.

A subsequent discussion, initiated by the London Chamber of Commerce, revealed a practical unanimity of opinion in favour of an inquiry, and as memorial to the Prime Minister on the subject was drawn up and signed by 222 members of Parliament in May last.

It is confidently believed by those responsible for the demand for an inquiry that it will now be granted by the Government. The demand has never been decisively refused, the Prime Minister having merely postponed a decision, stating he was not prepared to grant an inquiry on the evidence before him at the time of his reply. He has, in fact, in no way indicated that he recedes from the opinion he enunciated in the debate on the changes in 1903, when he said they created "a most undesirable state of things—a state of things not to be contemplated for a moment."

Since last May the weight of opinion in favour of an inquiry, with the representations of officers afloat to the general impression that the constitution of an inquiry is merely a question of time, although the Government has not publicly stated its position in the matter since then.

THE HUMAN MACHINE.

HOW IT GETS OUT OF ORDER, AND HOW IT MAY BE PUT RIGHT BY MOTHER SEIGEL'S SYRUP.

In the finely-fitted mechanism of the human body each process is so dependent on the next, that when one fails, the whole system is affected. And the most important process of all, the foundation of health, is digestion. When this fails, nourishment fails, and naturally you become weak and ailing. Your liver breaks down in sympathy with your stomach, and the horrors of biliousness seize you. Then your bowels become constipated for want of the natural laxative which the liver should supply, and arising from these three causes—indigestion, biliousness, constipation—poison your blood and ruin your health. Mother Seigel's Syrup permeates or cures indigestion by strengthening your stomach, liver and bowels and restoring them to perfect efficiency.

Here is an example. Mrs. Jane Davis 39, Herbert Street, Harzaby, Carlisle, writing first on April 17th, 1903, says:—

I used to vomit till I was utterly worn out. I had pains in my stomach even after the vomiting, and fearful headaches. I could eat nothing, and had no rest night or day, though worn out with fatigue. But Mother Seigel's Syrup cured me.

Again, on May 6th of the current year, Mrs. Davis writes: "It is four years now since Mother Seigel's Syrup cured me, and I am still well and strong. I have never suffered since."

Mother Seigel's Syrup cures Indigestion, Biliousness, Constipation, Headache, Wind, and all the other ills that arise from a disordered state of the digestive system.

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets.

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First Floor of No. 2, Queen's Road, Central, comprising Six Large Rooms and Out-houses suitable for business premises or dwellings now occupied by FRED. BOENEMANN & CO.

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Hongkong, 23rd January, 1908. 251

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4 ROOMED HOUSES in Morrison Hill Gap Road, suitable for Married Couple with Small Family. Rents low.

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ARRIVALS.

BRANMOH, British str., 1395, Toug, 27th February—Singapore 18th Feb, General—Gibb, Livingston & Co.
CHINKING, British str., 27th Feb.—Canton—Chien, Chinese str., 27th Feb.—Canton—Kiang, British str., 27th Feb.—Canton—Kiang, Chinese str., 1322, H. Uddin, 27th February—Chinkiang 23rd Feb, General—Chinese.
100 Bok, German str., 1920, G. Schulz, 24th February—Saigon 21st February, Rice, Flour & Paddy—Butterfield & Swire.
MONOYIA, American str., 8750, R. H. Hathaway, 16th February—San Francisco and Shanghai 25th Feb, Mails and General—Pacific Mail S. S. Co.
PHUMPHU, British str., 1300, J. H. Scott, 26th February—Saigon 21st February, Rice and General—Chinese.
SPIN, Norwegian str., 870, A. Sten, 27th Feb.—Bangkok via Labuan 13th February, Rice—Waller & Co.
SUNGKANG, British str., 987, G. H. Pennington, 27th February—Batavia 22nd Feb, Sugar, ad Hemp—Butterfield & Swire.
THORIS, Norwegian str., 1091, J. Jorgensen, 27th February—Saigon 22nd February, Rice—Order.
WAKAMATSU MARU, Japanese str., 1772, T. Goto, 27th February—Mol 22nd February, Coal—Mitsui Bishi Goshi-Kaisha.

CLEARANCES.

At the Harbour Master's Office.
27th February.
Famoh, British str., for Nagasaki.
Hanching, British str., for Coast Ports.
Kiang, Chinese str., for Canton.
Kiam, British str., for Shanghai.

DEPARTURES.

27th February.
CHINKING, British str., for Swatow.
DERWENT, British str., for Swatow.
FRANK, British str., for Swatow.
HALLAND, Norwegian str., for Canton.
KIVSBERG, German str., for Swatow.
KOWLOON, German str., for Canton.
LENNOX, British str., for Saigon.
NIPPON MARU, Japanese str., for Canton.
PAKING, British str., for Shanghai.
SOLATA, Norwegian str., for Saigon.
TUKING, Dutch str., for Yokohama.
YUNNAN, British str., for Shanghai.

SHIPPING REPORTS.

The Chinese str. Kiangping reports: Fresh monsoon and cloudy.
The American str. Monopolia reports: Light N.E. Wind, smooth water from Shanghai.
The British str. Phenomenon reports: Fine weather to Cape Verde, moderate strong monsoon and high seas.

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THE HONGKONG DAILY PRESS, FRIDAY, FEBRUARY 28TH, 1908.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	C. L. Daniel, R.N.R.	P. & O. S. N. Co.	On 7th Mar. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SCOTIA	Brit. str.	W. R. Hickey	P. & O. S. N. Co.	On 8th Mar. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BRISTOL SHIPS	Brit. str.	Girard	MESSAGERIES MARITIMES	On 3rd Mar. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KAWACHI MARU	Jap. str.	H. Petersen	NIPPON YUSEN KAISHA	On 4th Mar. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SANUKI MARU	Jap. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th Mar. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NUBIA	Brit. str.	P. J. Fox	P. & O. S. N. Co.	About 11th March.
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str.	Hanse	MELCHERS & Co.	End of March.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	Kolste	HAMBURG-AMERICA LINE	On 15th March.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &c.	HORNEST AUFEN	Ger. str.	Jager	HAMBURG-AMERICA LINE	On 25th March.
BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	Kolste	HAMBURG-AMERICA LINE	On 7th March.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SANBIA	Ger. str.	Kolste	MELCHERS & Co.	On 2nd April.
NAPLES, GENOA, ALGERES, GIBRALTAR &c.	ST. PATRICK	Brit. str.	Beynon	STEWART, TOMES & Co.	On 11th Mar. at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	E. V. Roberts	CANADIAN PACIFIC R. Co.	About 7th March.
NEW YORK VIA PORTS & SUEZ CANAL	LENNOX	Brit. str.	E. V. Roberts	CANADIAN PACIFIC R. Co.	On 12th Mar. at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SHAWMUT	Am. str.	M. Yagi	DOUGLAS & Co. Ltd.	On 25th Mar. at Noon.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KI MARU	Jap. str.	Wm. Thompson	NIPPON YUSEN KAISHA	To-morrow.
VICTORIA, B.C. & SEATTLE, WASH., &c.	IKO MARU	Jap. str.	D. Mori	NIPPON YUSEN KAISHA	On 3rd Mar. at 4 P.M.
CALCUTTA AND IQUIQUE, VIA JAPAN PORTS, &c.	KASATO MARU	Jap. str.	G. C. Christiansen	TOYO KISEN KAISHA	First half of April.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	PRINZ SIGISMUND	Ger. str.	D. Lenz	CHINA COMMERCIAL S.S. Co.	On 3rd Mar. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	McArthur	MELCHERS & Co.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	K. Homma	GIBB, LIVINGSTON & Co.	On 20th Mar. at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	L. Dawson	NIPPON YUSEN KAISHA	On 9th Mar. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	NIBHO MARU	Jap. str.	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th April, at Noon.
VLADIVOSTOCK	CUROMIA	Sled. str.	Wm. Bainbridge	MELCHERS & Co.	Middle of March.
KOBE AND YOKOHAMA	YAMATO MARU	Jap. str.	G. W. Cookman, R.N.R.	NIPPON YUSEN KAISHA	On 7th Mar. at D'light
MOJI, KOBE & YOKOHAMA	PALEA	Brit. str.	T. Harrison	NIPPON YUSEN KAISHA	About 29th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKO MARU	Jap. str.	Pand r	NIPPON YUSEN KAISHA	On 18th Mar. at Noon.
JAPAN	THIPANAS	Dut. str.	E. Forsyth	JAVA-CHINA-JAPAN LINE	Quick despatch.
WEIHAIWEI & TIENTSIN	HEUNGSHING	Brit. str.	F. Wheeler	BUTTERFIELD & SWIRE	On 5th March.
BEIJING, NAGASAKI & VLADIVOSTOCK	LYDIA	Ger. str.	G. H. C. Weston, R.N.R.	HAMBURG-AMERICA LINE	On 4th Mar. at Noon.
TIENTSIN	MARMORA	Brit. str.	A. Stewart	MELCHERS & Co.	About 6th March.
CHINKING & WUHU	SANBIA	Ger. str.	F. Northcombe	DAVID SASSOON & Co. Ltd.	To-day.
SHANGHAI	TRANQUEBAR	Dan. str.	G. W. Gordon	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	ARATON APCAR	Brit. str.	A. Mooker	P. & O. S. N. Co.	About 1st March.
SHANGHAI, YOKOHAMA & KOBE	BOREO	Brit. str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th March.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TAKASAKI MARU	Jap. str.	Broe	MESSAGERIES MARITIMES	About 2nd March.
SHANGHAI	POLYNESIAN	Fren. str.	M. Namoto	OSAKA SHOSHEN KAISHA	On 3rd Mar. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHOSHU MARU	Jap. str.	A. E. Sandbach	JARDINE, MATHESON & Co. Ltd.	On 3rd Mar. at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	HANGSANG	Brit. str.	C. Binzer	MELCHERS & Co.	About 3rd March.
SHANGHAI	PRINZ LUDWIG	Ger. str.	H. A. Wall	BUTTERFIELD & SWIRE	On 4th Mar. at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUENGLANG	Brit. str.	H. Harder	BUTTERFIELD & SWIRE	On 5th Mar. at 4 P.M.
SHANGHAI	LIANGCHOW	Brit. str.	Hildebrandt	BUTTERFIELD & SWIRE	On 5th March.
SHANGHAI, YOKOHAMA & KOBE	SELGRAVIA	Ger. str.	Jonas	JARDINE, MATHESON & Co. Ltd.	On 9th March.
SHANGHAI CHINGWANTAO, JAPAN, AMERICA &c.	CYLAN	Fren. str.	W. E. Sawyer	OSAKA SHOSHEN KAISHA	On 13th Mar. at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOKSANG	Fren. str.	I. Sakurai	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI	ROMEO MARU	Jap. str.	A. E. Hodgins	DOUGLAS LAFFRAK & Co.	On 1st Mar. at 10 A.M.
TAKAO (DIRECT)	DATIN MARU	Jap. str.	S. J. Payne	JARDINE, MATHESON & Co. Ltd.	To-day, at 4 P.M.
TAMSUI VIA SWATOW & AMOY	HAICHING	Brit. str.	R. Almond	STEWART, TOMES & Co.	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	LOONGSANG	Brit. str.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 3rd Mar. at 4 P.M.
MANILA	RUBI	Brit. str.	T. Meyrick	JARDINE, MATHESON & Co. Ltd.	On 6th Mar. at 4 P.M.
MANILA	TAMING	Brit. str.	Rodger	STEWART, TOMES & Co.	On 7th Mar. at Noon.
MANILA	YUENSANG	Brit. str.	G. H. Pennfather	BUTTERFIELD & SWIRE	On 10th Mar. at 4 P.M.
MANILA	ZAFIRO	Brit. str.	M. Mathis	BUTTERFIELD & SWIRE	On 4th Mar. at 4 P.M.
MANILA	TEAN	Brit. str.	E. J. Hands	MELCHERS & Co.	On 20th Mar. at 4 P.M.
CEBU & ILOILO	SUNGKANG	Brit. str.	E. J. Tadd	NIPPON YUSEN KAISHA	Middle of March.
CEBU & ILOILO	KAIPONG	Brit. str.	S. H. Belson	JARDINE, MATHESON & Co. Ltd.	On 6th March.
KUDAT & SANDAKAN	BOREO	Brit. str.	Bradley	DAVID SASSOON & Co. Ltd.	On 3rd Mar. at 3 P.M.
BOMBAY VIA SINGAPORE, PENANG, MADRAS &c.	MOYRA MARU	Jap. str.	de Brouwers	JARDINE, MATHESON & Co. Ltd.	On 17th Mar. at Noon.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.		JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.			
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.			
JAVA PORTS	TRIMAH	Dut. str.			

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 29th Febr. Noon.
ZAFIRO	2540	R. Rodger	Manila	On 7th March. Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th February, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" ... About 16th March.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 28th January, 1908.

CANADIAN PACIFIC RAILWAY,

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
12 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	ARRIVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF CHINA" 6,000	THURSDAY, 12th March ... 30th March	
"LENNOX" 3,700	WEDNESDAY, 25th March ... 23rd April	
"EMPERESS OF INDIA" 6,000	THURSDAY, 9th April ... 27th April	
"MONTAGUE" 6,163	WEDNESDAY, 22nd April ... 16th May	
"EMPERESS OF JAPAN" 6,000	THURSDAY, 7th May ... 25th May	
"GLENFARG" 3,700	WEDNESDAY, 20th May ... 18th June	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTAGUE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons registered. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 27-10.
Intermediate on Steamers ... 240, " 242.
and 1st Class Railways.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGUE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Fodder Street and Praya, opposite Blake Pier.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOETENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"TRANQUEBAR" ...	On 28th February.
VLADIVOSTOCK	"CUROMIA" ...	Middle of March.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY" ...	End of March.

For Further Particulars, apply to
HONGKONG, 26th February, 1908.

MELCHERS & CO.,
AGENTS.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
* SHAWMUT ...	9,606	E. V. Roberts	On 29th February.
* TREMONT ...	9,606	T. W. Garlick	On 17th March.
* SUVERIC ...	6,232	W. Shotton	On 9th April.
* KUMERIC ...	6,232	Cowley	On 2nd May.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 26th February, 1908.

QUEEN'S BUILDINGS.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES—

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

18, DES VIGUEUX ROAD,

HONGKONG.

Japan Office—

14, WATER STREET

YOKOHAMA.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIAN,"
Captain Broc, will be despatched for the above Ports on or about the 2nd March.
For Freight or Passage, apply to
J. MILLET,
Agent,
Hongkong, 25th February, 1908. 2

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER-RANEAS—AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS,"
Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 3rd March, at 1 P.M.
The Steamer connects at Colombo with Australian s.s. "Nera" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. "TOKIN" ... 17th March.
S.S. "POLYNESIAN" ... 31st March.
S.S. "TOURANE" ... 14th April.

J. MILLET, Agent.
Hongkong, 2th February, 1908. 2

FOR SINGAPORE, PENANG

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI, KOBE and PALMA YOKOHAMA	Capt. G. W. Cookman, R.N.R.	About 29th Febr.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. G. W. Gordon, R.N.R.	About 1st March	Freight and Passage.
MARSEILLES, LONDON and AMSTERDAM VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	Capt. W. R. Hickey	On 8th March	Freight only.
SHANGHAI	MARMORA Capt. G. H. C. Weston, R.N.R.	About 6th March	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. C. L. Daniel	Noon, 7th March	See Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	NUBIA Capt. F. J. Fox	About 11th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YUENHONG"	On 29th Febr., 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 29th Febr., 4 P.M.
MANILA	"TAMING"	On 3rd Mar., 4 P.M.
SHANGHAI	"KIUKANG"	On 4th Mar., 4 P.M.
CEBU and LOILO	"SUNGKIANG"	On 4th Mar., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 5th Mar., 4 P.M.
MANILA ZAMBOANGA PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAITHNESS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 9th Mar., 4 P.M.
MANILA	"TEAN"	On 10th Mar., 4 P.M.
CEBU and LOILO	"KAIFONG"	On 20th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duty qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and to all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th February, 1908.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden, or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 29th Febr.	For BREMEN & HAMBURG: S.S. SLAVONIA ... 7th March.
For SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA ... 5th March	For ROTTERDAM & HAMBURG: S.S. BRASILIA ... 15th March.
For SHANGHAI, YOKOHAMA & KOBE: S.S. ... 17th March	For MARSEILLES, LONDON, HAVRE & HAMBURG: HOHENSTAUFEN ... 25th March.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 24th March	For HAVRE, BREMEN & HAMBURG: S.S. SAMBIA ... 2nd April.
S.S. LYDIA ... FOR CHINKIANG & WUHU ... On 4th March.	

* S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOK On 5th March.
For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 28th February, 1908.

Hongkong Office.

OSA KA SHOEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAKAO DIRECT	"ROKKO MARU"	SATURDAY, 29th Febr., at 9 A.M.
* TAMSUI VIA SWATOW ("DALIN MARU") AND AMOY	Capt. I. Sakurai	SUNDAY, 1st March, at 10 A.M.
* SHANGHAI VIA SWATOW ("SHOSHU MARU") AND AMOY	Capt. M. Nemoto	TUESDAY, 3rd Mar., at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th February, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
MANILA, SAMAR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. V. Binzer	About Tuesday 3rd March
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. Wilhelm	Wed., 11th Mar., at Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitz	Middle of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TIJILWONG	JAPAN	Second half of Febr.	JAVA PORTS	Second half of Febr.
TIJIMAH	JAVA	Second half of Febr.	JAVA PORTS	First half of March
TIJIBODAS	JAVA	First half of March	JAPAN	First half of March
TIJULATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor.
Hongkong, 14th February, 1908.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

CIE. DES CHARGEURS REUNIS.

ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO, (TIENTSIN and PEKING), KOBE, YOKOHAMA, HONOLULU, NORTH AND SOUTH AMERICAN PACIFIC COAST BUENOS AYRES, MONTE- VIDEO, without transshipment.	S. S. "CEYLAN." Capt. JOUAN. To Sail On MONDAY, 9th MARCH.
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THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double Berth Cabins, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe, Drawing Room, Smoking Room, Hair Dressing Room, Laundry, Doctor and Stewardess.

The Best Line to go to Japan and America is via Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

For Further Particulars, apply to—

J. MILLET, AGENT,

FRENCH MAIL OFFICE.

Hongkong, 21st February, 1908.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAWACHI MARU Capt. H. Petersen, Tons 6327	WED. DAY, 4th March, at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SANUKI MARU, Tons 6112 Capt. S. J. G. Parsons, AKI MARU, Tons 6444 Capt. M. Yagi,	WED. DAY, 18th March, at Daylight. TUESDAY, 3rd March, at 4 P.M. TUESDAY, 17th March, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU Capt. K. Homma, Tons 3818 NIKKO MARU Capt. T. L. Harrison, Tons 5539	FRIDAY, 20th March, at Noon. FRIDAY, 17th April, at Noon.
SHANGHAI and KOBE	TAKASAKI MARU Capt. A. Mooker, Tons 4746	WED. DAY, 4th March.
BOMBAY via SINGAPORE, PEN- ANG, MADRAS and COLOMBO	MOYORI MARU Capt. J. Hands, Tons 3778	FRIDAY, 6th March.
KOBE and YOKOHAMA	INABA MARU, Tons 5189 Capt. Wm. Bainbridge	SATURDAY, 7th March, at Daylight.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. T. Harrison, Tons 5539	WED. DAY, 18th March, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 28th February, 1908.

T. KUSUMOTO,

MANAGER.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	SAILING DATES 1908.
* MANILA	"LOONGSANG"	Friday, 28th Febr., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 29th Febr., Noon.
* SHANGHAI	"HANGSANG"	Tuesday, 3rd Mar., Noon.
* TIENTSIN	"CHEONGSHING"	Tuesday, 4th Mar., Noon.
* MANILA	"YUENSANG"	Friday, 6th Mar., 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE, MOJI, and SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 13th Mar., 4 P.M.
	"KUTSANG"	Tuesday, 17th Mar., Noon.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passages will be issued for our To-day's Sailing to Manila available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Cebu, and Tientsin via Chingwantao.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 28th February, 1908.

GENERAL MANAGERS.

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.

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THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per annum
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VISITORS TO CANTON.
Should purchase
FROM HONGKONG TO CANTON.
BY THE PEARL RIVER.

Captain C. V. LLOYD (S.S. "PATHEAN")
With Illustrations, Maps, and Plans.
Price \$1.50
In Sale at—
Hongkong: "Daily Press" Office,
Messrs. KELLY & WALSH,
Messrs. W. BROWNE & CO.
Canton: Messrs. A. S. WATSON & Co.
Hongkong, 4th October, 1903.

BETTER THAN COPAIBA!
MATICO
GRIMAULT & CO. CHEMISTS, PARIS

Respected Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges, The Caput, the Caput, do not cause erosion on the skin or produce sores.

MATICO INJECTION is used in recent
MATICO CAPSULES in the most chronic cases.

CURE FOR ASTHMA
GRIMAULT'S
INDIAN CIGARETTES

For Asthmatic people who suffer from
OPPRESSION in Breathing, HOARSENESS,
and BRONCHITIS, INFLUENZA, and DIFFICULTY
in EXPIRATION.
Grimault's Cigarettes render the respira-
tion easier, cut short the paroxysms, and
remove the feeling of tightness across
the chest.
GRIMAULT & CO., PARIS
Sold by all Chemists.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, L. D.
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO,
LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE."

Capt. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 2nd March, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th February, 1908.

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NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"HOHENSTAUFEN."

Captain Ponzalus, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Underigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd March, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th February, 1908.

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NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA,
KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 25th February, 1908.

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"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SATSUMA."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th March, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 3rd March, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.

Hongkong, 26th February, 1908.

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Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

SPECIAL BLEND WHISKY.

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SHIPPING IN PORT.

STEAMERS.

February—Kobe and Shanghai 20th Feb.
General—Nippon Yusen Kaisha.

ANTANOR, British str., 3,985, Haselund, 21st
February—Shanghai 19th Feb., General—
Butterfield & Swire.

ABRATON APCAR, British str., 3,931, A.
Stewart, 28th Feb.—Calcutta via Straits
and Singapore 20th Feb., General—David
Sassoon & Co., Ltd.

ASIA, British str., 4,975, Harry Gantroger,
23rd February—San Francisco 21st Jan.
and Manila 21st Feb., Mails and General—
O. & O. S. S. Co.

CHRONOSHIRO, British str., 1,256, F. Wheeler,
15th February—Chefoo via Weihaiwei 10th
Feb., General—Jardine, Matheson & Co.

CHILDAR, Norwegian str., 1,102, H. Nielsen,
25th February—Bangkok 17th February,
General—Butterfield & Swire.

CHOWAI, German str., 1,115, W. Mollermaun,
20th February—Bangkok via Swatow 24th
Feb., Rice and Teak—Butterfield & Swire.

CHUYEN, Chinese str., 1,177, C. Stewart, 22nd
February—Shanghai 19th Feb., General—
Chinese.

CYCLOPS, British str., 5,748, H. C. Harris, 23rd
February—Tacoma via Moji 19th Feb.,
General—Butterfield & Swire.

DAON, Norwegian str., 883, O. Abrahamson,
24th February—Saigon 11th Feb., Rice—
Aagaard, Thoresen & Co.

DAIJIN MARU, Japanese str., 1,560, I. Sakurai,
26th February—Swatow 25th February,
General—Osaka Shosen Kaisha.

EASTERN, British str., 3,272, W. G. McArthur,
25th February—Kobe 20th Feb., General—
Gibb, Livingstone & Co.

EMPEROR OF CHINA, British str., 3,043, H.
Archibald, E.M.S., 13th Feb.—Vancouver,
B.C. 25th Jan. and Shanghai 11th Feb.,
Mails and General—Canadian Pacific
Railway Co.

ENTIN, German str., 1,199, Lange-Hwagor,
11th February—Tientsin 6th February,
Coal—Jensen & Co.

GREGORY APCAR, British str., 2,961, S. H.
Belson, 25th February—Moji 21st Feb.,
General—David Sassoon & Co., Ltd.

HAICHING, British str., 1,267, A. E. Hodgins,
20th February—Coast Ports 25th Feb.,
General—Douglas, Lapsnik & Co.

HALLOTIS, Dutch str., 1,070, Halscher, 15th
February—Balik Papan 6th February,
Liquid Fuel—Asiatic Petroleum Co.

HALVING, Norwegian str., 1,076, R. Ransberg,
25th February—Daly 21st Feb., Beans—
Onder.

HARDINGE, British transport, 5,494, Vale, 25th
February—Calcutta 12th February.

HONGKONG, French str., 742, A. Cornelissen,
24th February—Haiphong and Hanoi
23rd February, General—A. R. Marty.

HUGHOW, British str., 1,280, E. Forsyth, 20th
February—Haiphong & Hanoi 19th Feb.,
General—Butterfield & Swire.

HUPH, British str., 1,205, G. J. Spink, 26th
February—Haiphong and Hanoi 24th
Feb., General—Butterfield & Swire.

ITSUKUSHIMA MARU, Japanese str., 3,818, 22nd
February—Singapore 14th Feb.—China.

JOHANNES, German str., 900, Inland, 18th Feb.
—Saigon 13th Feb., General—Jensen & Co.

LANGCHONG, Chinese str., 1,002, Briggs-ander,
16th February—Chinkiang 13th February,
General—Chinese.

LOWOON, German str., 1,536, Enlig, 26th
February—Chinkiang 22nd Feb., General
—Hamburg-Amerika Linie.

WANG, Ch. Chinese str., 1,536, Wm. H. Lunt,
26th February—Shanghai 23rd February,
General—Chinese.

WONGSANG, British str., 1,428, W. Palmer-
Baker, 20th Feb.—Shanghai Feb. 16th, via
Swatow 19th, General—Jardine, Matheson
& Co.

YABAYO, British str., 3,960, E. J. Tadd, 18th
Feb.—Calcutta Feb. lat. and Straits 11th,
General—Jardine, Matheson & Co.

YANDEAT SCHRIF, German str., 1,640, H.
Grandt, 25th February—Saigon 19th Feb.,
Rice—Siemssen & Co.

YONGSANG, British str., 1,692, Payne, 24th
February—Manila 21st February, General
—Jardine, Matheson & Co.

ROYAL German str., 1,237, Fr. Naubian, 18th
February—Bangkok 6th February, Rice—
Sander, Wierl & Co.

YODA, German str., 1,772, C. Meyer, 26th Feb.
—Hongay 23rd February, Coal—Hamburg-
Amerika Linie.

YONDAI, Norwegian str., 1,107, H. Gabrielsen,
23rd February—Saigon 17th Feb., Rice
and Paddy—Wallon & Co.

YRRE, German str., 1,169, P. R. Christiansen,
23rd February—Saigon 15th February,
General—China Commercial S.S. Co.

USANG, British str., 1,644, E. Houghton,
29th January—Sankaka 23rd January,
Timber and General—Jardine, Matheson
& Co.

YUNSHAN, British str., 1,290, Allan Jones, 6th
February—Saigon 1st February, Rice—
Bradley & Co.

YUNIN MARU, Japanese str., Shirakawa, 26th
February—Saigon 20th February, Rice—
Fukuei & Co.

YUSA, British str., 2,744, A. Dixon, 11th Jan.
—San Francisco 7th Dec. & Portland, Or.,
15th Dec. General—O. & O. S. S. Co.

YONGTONG, German str., 998, W. Belscher,
18th Feb.—Bangkok 24th January, Rice
and Meal—Butterfield & Swire.

YONGSANG, Norwegian str., 1,671, T. Schiewitz,
25th February—Sandakan 19th February,
Timber and Firewood—Walleim & Co.

YONGTONG, Norwegian str., 838, T. Soeberg, 25th
January—Saigon 19th Jan., Rice & Flour
—Walleim & Co.

YONGTONG, German str., 1,180, H. Bremer, 26th
February—Bangkok 17th February, Rice
—Butterfield & Swire.

YONGTONG, British str., 1,611, R. W. Almond, 24th
February—Manila 21st Feb., General—
Shewan, Tomes & Co.

YONGTONG, British str., 2,690, Armstrong, 25th
Feb.—New York 27th Dec. and Singapore
5th Feb., General—Dodwell & Co.

YONGTONG, American str., 6,192, E. V. Roberts,
25th February—Saigon 17th Jan. via Manila
7th February, General—Dodwell & Co.

YONGTONG, British str., 1,940, Jas. William,
21st February—Saigon 4th Feb., Rice
and General—Chinese.

YONGTONG, British str., 1,400, E. M. Reynolds,
7th January—Wakamatsu 22nd Jan., Coal
—Jardine, Matheson & Co.

YONGTONG, British str., Garrick, 10th February—
Sulo Sambo 2nd Feb., Bulk Oil—Meyer
& Co.

YONGTONG, Swedish str., 389, Hallberg, 21st
February—Pul Laut 10th February
—Waller & Co.

YONGTONG, British str., 1,905, F. D. Northcombe,
4th February—Shanghai 21st February,
General—Butterfield & Swire.

YONGTONG, Japanese str., 1,751, M.
Yakamaki, 24th February—Nagasaki 19th
Feb., Coal—Mitsui Bussan Kaisha.

SAILING VESSELS.

YONGTONG, British 4-masted bark, 2,938, L. D.
ance, 24th August—New York 1st May.

